

months. One leader expressed the opinion that he felt sure the operators would agree to the compromise of the Pennsylvania Senators in some form, but wanted the public informed that it need not look for any reduction in the price of coal.

An authority close to the operators said the coal producers were afraid to enter a long term agreement based on the old wage scale.

Sacrifices Necessary.
Senator Pepper on his return from Washington to-night gave out this statement:

"The negotiations between the anthracite operators and the mine workers were begun in response to the suggestions of President Harding. Since that time both parties have been engaged in an honest effort to adjust their differences.

"Senator Reed and I have merely endeavored to facilitate their deliberations. If we have been of any help it has been in the way of suggesting elimination of minor issues and such reasonable concessions as mine owners as could be made without sacrifice of principles by either party. We have been in contact throughout with Governor Smith, Secretary Hoover and Secretary Davis.

"Back of us has been the constant and powerful pressure exerted by the President in the interest of the suffering public. If an adjustment is reached it will be due entirely to the patriotic desire of both operators and mine workers to meet the generous sacrifices in order to meet the President's view.

"As soon as production is resumed both parties may be counted upon to work out a permanent basis for future adjustments to the end that there is no more ruinous interruption of business."

HOUSE PASSES MEASURE TO CHECK PROFITEERING

Bores Coal Fact Finding Bill Before Senate To-day.

Special Dispatch to THE NEW YORK HERALD.
New York, Sept. 1, 1922.
The Winslow bill granting powers to the Interstate Commerce Commission to check profiteering in coal through broader use of priorities and coal control and officially creating a Federal fuel administration was passed by the House to-day by a vote of 214 to 61.

Twenty Republicans voted against the bill, an Administration Democrat, and thirty Democrats voted for it.

All of the numerous amendments to the bill offered in the past two days were voted down, with the exception of one offered late to-day by Representative Sanders (Ind.) which fixed January 1, 1924, as the time limit for the emergency during which the measure could operate.

While the House was passing the Winslow bill the Senate took up the Borah measure to create a coal fact finding commission. Senator Freylinghouse (N. J.), introducing the measure, declared that control of the coal industry was imperative and would have to be set up by the Government. Senator Smith (Ohio) insisted that operators were in the State were at work and that the only trouble in the coal industry was in transportation.

When the Winslow bill is reported to the Senate it will probably be amended to include a provision for a coal fact finding agency will be before the Senate to-morrow and probably will be passed by the Senate to-day.

HERRIN MINER INDICTED IN M'DOWELL'S MURDER

Sale of Mower for \$150 Hastens Grand Jury Action.

Special Dispatch to THE NEW YORK HERALD.
HARRISBURG, Pa., Aug. 31.—The sale of a moving machine to one of the men who had been indicted for the murder of the late Senator M'Dowell, was hastened by the sale of the machine for \$150.

The grand jury indicted the late Senator M'Dowell, who was killed in the Herrin massacre, in connection with the murder of the late Senator M'Dowell. The grand jury indicted the late Senator M'Dowell, who was killed in the Herrin massacre, in connection with the murder of the late Senator M'Dowell.

CORONADO CO. ASKS REHEARING OF SUIT

Wants Damages for Violence Done to Its Property.

WASHINGTON, Aug. 31.—The Coronado Coal Company to-day filed in the Supreme Court a petition for a rehearing in the Coronado case, decided by that court last June.

The court had held that organized labor was amenable and, although unincorporated, was liable to prosecution for acts of violence which the court had held down to not when applied to the facts of the record, debar the Coronado Coal Company from the redress to which it is entitled for the great injury sustained.

AMMONIA ROUTS WORKERS.

An ammonia conductor pipe on the third floor of the chemical factory of J. I. Kraft & Bros. Co. at 45 and 47 Moore street broke yesterday afternoon and under the pressure of the escaping gas the workers fled to the street. They returned after firemen had checked the escape of the fumes. A considerable quantity of cheese was damaged.

MILLER HERE, SEEKS MAN FOR FUEL CHIEF

Governor Expects to Name New Director Before Leaving City.

STETTINIUS IS HINTED

Harkness Is Eliminated; Says He Isn't Considering Taking the Post.

JOB CARRIES NO SALARY

Executive Declares Household-ers Will Be Looked After First.

Gov. Miller is looking for "a man sized man" as State Fuel Administrator. The Governor announced yesterday that he expected to make the selection before he returns to Albany by the end of the week and that whoever he may select will receive his fullest support. Edward R. Stettinius, who was placed in charge of the reorganization of the War Department in 1918, was mentioned as the possible selection, but all Gov. Miller would say was that he was "not sending up balloons to see which way the wind is blowing."

While Gov. Miller said the real reason for his trip to this city was to officiate to-day at the opening of the Gowanus Bay grain station in answer to inquiries he acknowledged that of all State problems the coal situation is the one over which he is most concerned at present. In answer to a question as to whether his trip had any political significance, he said: "My mind is on fuel—not politics."

Looking After Household-ers.

"I am not concerned about the bituminous situation," he added. "The needs of the householders are of first concern. The man who has been accused of profiteering in coal has been accused of profiteering in coal. The man who has been accused of profiteering in coal has been accused of profiteering in coal."

"I am not looking for that kind of a man. The man I am going to select for this job will not consider salary."

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ROADS TO EXTRA TRAINS TO CARRY HOLIDAY CROWDS

Executives Declare Backbone of Strike Is Broken. 50 Per Cent. of Shopmen Having Returned to Work—19,553 Men Hired Right After Peace Collapsed.

Officers of the principal railroads entering this city said last night that railroad service during the holidays will be increased instead of curtailed, as has been reported. The officers deprecate the reports, which, they said, emanated from the headquarters of the striking shopmen and which they characterized as attempts to frighten the public. Statements issued by the Association of Railroad Executives showed that the roads recruited 19,553 workers for their shops during August 25 and 26.

Reiterating the declaration that the backbone of the strike is broken, the railroad executives pointed out that they are short only 75,000 men of the necessary 375,000 in their shop forces. The executives stated that if the ratio of the last few days is maintained for at least three weeks they will be able to bring their forces up to full strength and to weed out the inefficient men who were employed during the emergency. The figures made public showed that 6,999 men were employed on August 25, the day after the peace between the executives and the strikers' representatives collapsed. This was cited as an instance of strikers returning to work, the number of such being estimated as about 50 per cent.

11 BILLIONS MORE IN A 'PROPER WAGE'

Statistician Tells Rail Board What Increase Would Mean to All Laborers.

Special Dispatch to THE NEW YORK HERALD.
CHICAGO, Aug. 31.—A "proper wage" for workers in the United States would mean a wage increase of \$1,300,000,000 a year for 17,000,000 laborers, according to W. Jett Lauck, statistician for railroad labor unions.

This was revealed during Mr. Lauck's testimony before the Railroad Labor Board to-day, when he was called as a witness in the hearing resulting from the demand of 400,000 railroad workers for a "living wage" of 48 cents an hour.

The statistician said that if a living wage was established in all branches of a vast industry it would mean an increase of 40 cents an hour for all workers. He said that the average wage of a worker in the United States is 38 cents an hour.

"If we agree there are seventeen million workers of that class in the country," he said, "the increase would be \$1,300,000,000 a year for laborers and that the increase to railroad laborers would be \$1,500,000,000 a year."

As against the \$33,000,000,000 which the witnesses said labor had received in wages in 1918, Mr. Lauck said capital in that year had received a return of \$28,000,000,000.

The hearing has developed two bases for the minimum wage standard advanced by the trackmen. The first called for a minimum of 48 cents an hour and was used as the basis for the argument of Mr. Lauck and E. F. Bailey, head of the trackmen's organization. The second, a 40-cent hourly minimum, was mentioned by Arthur Stettinius, another union statistician, as the least possible figure for a "living wage."

He based his deduction on the conclusions of the labor board in its last wage-out ruling, when \$50,000,000 was slashed from the maintenance of way payroll.

In an attack on the labor board for its refusal to substitute the principle of the "living wage," as advanced by the trackmen, for the theory of a "just and reasonable" wage, Mr. Lauck said that the board's action "fully justified" the shopmen's position.

"Justification of the shopmen's position on June 30 has come from an unexpected source," he said. "The board's answer to the request of maintenance of way men for a 40-cent hourly wage, in the principle of the living wage, fully supports the determination of the shop crafts to seek other sanction for just living standards."

U. S. EXPORTED 382,985 TONS OF COAL IN JULY

Strike Cuts Sales Abroad to Negligible Quantity

WASHINGTON, Aug. 31.—Because of the coal strike the volume of American coal exports to Europe and Asia was negligible in July, according to figures released by the Bureau of Census.

The strength of the shop force is now more than 94 per cent. of the regular weekly normal, the announcement said, adding that the number of men at work in the shops throughout the system is being increased daily.

"On June 30, 1922, the company" carried on its payroll 61,000 shopmen and employees. Of this number, 58,000 were actually reporting for work on the average was about 55,000. Reports from all points on the system show that the shops to-day was 52,100."

Anthracite exports totaled 15,698 tons, worth \$150,000, as compared with 40,000 tons, worth \$354,000, in June, and with 38,000 tons, worth \$400,000, in July, 1921.

For the seven months ended with July exports of bituminous aggregated 4,666,000 tons, worth \$24,000,000, against 15,666,000 tons, worth \$92,000,000 during the corresponding month last year.

Anthracite exports for the seven months, worth \$10,657,000, against 2,576,000 tons, worth \$25,000,000, during the seven months ended July 1921.

TUBE TRAINS SMASH

Manhattan Bound Cars in Meadows Ram Others Waiting for Signals.

STEEL WORK BUCKLES

Commuters Fight to Get Out and Doors Are Pried Open by Crews.

MOTORMAN BADLY HURT

Hospitals Care for 29 Victims, but Most of Them Are Able to Go Home.

In what is described as "an unprecedented fog" an electric Hudson and Manhattan tube train carrying eight carloads of commuters from Newark to the Hudson Terminal, Manhattan, over the Pennsylvania Railroad tracks, smashed into another train similarly laden and destined, on the Kearny meadows a mile east of Manhattan. Transfer at 9:30 A. M. yesterday.

At least thirty-five persons in the trains were hurt. Twenty-nine required hospital attention. Most of the injured were able to go home after treatment.

The worst off is Michael Burke, the motorman of the train that did the bumping. He had applied the emergency brakes and was doing his best to stop his train when the shock of the impact threw him through the glass window of his box. Surgeons at the Newark City Hospital took fifteen stitches in his face and he may have internal injuries.

Joseph Cain of 197 Ridgewood avenue, Newark, also at the Newark Hospital, has concussion of the brain and a possible fracture of the skull.

Newark and Jersey City hospitals were taxed by the demand for surgical attention. Many of the injured were cared for temporarily in the Jersey City tube station. The fact that comparatively few of the travelers were hurt badly is attributed to the steel construction of the coaches—they buckled but did not splinter—and to the fact that in nearly every car many persons were standing, so that they were thrown against and acted as cushions for one another.

According to Oren Root, president of the Hudson and Manhattan Railroad Company, the trains involved cannot be described as those that buckled and broke. The line is operated jointly by it and the Pennsylvania Railroad, and the Pennsylvania Railroad exclusively owns and operates the part between Summit avenue, Jersey City and Newark.

Burke's train left the Park place, Newark, station at 8:07 o'clock, seven minutes after the one it hit. The first train, an investigators for the Pennsylvania Railroad, stopped east of Manhattan Transfer to enable the motorman to see whether or not the signals were set against him. Before he could get started the other train came up from behind and rammed it.

L. K. Marr, assistant superintendent of the Pennsylvania, who went to the scene, said the fog was so thick it was impossible for the motorman of the second train to see the one ahead. The second train, said Mr. Marr, was feeling its way at a rate of less than fifteen miles an hour.

All Fight to Get Out.

Passengers said that at the moment of collision the concrete flooring of the last car of the leading train buckled and broke. The passengers on the second train reported it as stopping so suddenly near the Hackensack River that the motorman of the second train did not have time to stop within a safe distance.

The passengers felt the train jerk as the emergency brakes bit into the wheels, and in the next instant the floor buckled, glass broke, the ceiling fell or were bounced against the floor or sides of the cars or against one another, and every one who was able to do so began fighting to get out. The train crews pried open the doors, carried out the injured and sent for ambulances. The New Jersey Public Utilities Commission began an investigation.

Pierre P. Garven, public prosecutor, also started an inquiry.

There are thirty-five names in a list of injured prepared by the Pennsylvania Railroad. Those listed at hospitals were, besides Burke and Mr. Cain, Frederick Bae of 409 Essex street, Newark; Hyman Hollis of Trenton, Abram Lowitz of 55 New street, Newark; Isaac Koley of 575 Ferry street, Easton, Pa.; Samuel Jacob of 87 Columbia avenue, Newark; and Mrs. Elias Waton of 101 Hancock street, Trenton. All the others, according to the railroad company, went home.

The Rev. G. M. Cuccia of Coatesville suffered a broken left thumb, George Kaerker of Delaware county, Pa., has a broken rib.

SEARCHLIGHTS USED TO GUARD BRIDGES

Extra Guards on Main Line of the Pennsylvania.

Special Dispatch to THE NEW YORK HERALD.
BALTIMORE, Aug. 31.—The Pennsylvania Railroad bridge which spans the Susquehanna River between Havre de Grace and Perryville, Md., has been placed under extra guard and is being illuminated at night by searchlights to protect it against damage.

Extra track walkers and other safeguards arrangements have been made all along the Pennsylvania's over the Bush and Gunpowder rivers on the Philadelphia, Baltimore and Washington road. Extra track walkers and other safeguards arrangements have been made all along the Pennsylvania's over the Bush and Gunpowder rivers on the Philadelphia, Baltimore and Washington road.

HOW GAS COSTS WILL BE CUT THROUGHOUT GREATER CITY

Present Rate Per 1,000 Cu. Ft. Effective Oct. 1.

Company and Territory.	Present Rate Per 1,000 Cu. Ft. Effective Oct. 1.	New Rate Per 1,000 Cu. Ft. Effective Oct. 1.
Consolidated, Manhattan and Bronx.	\$1.25	\$1.15
Central Union, 23d ward, Bronx.	1.25	1.15
N. Y. Mutual, Manhattan.	1.20	1.15
Standard, Manhattan and Bronx.	1.20	1.15
New Amsterdam, Manhattan.	1.20	1.15
East River, Long Island City.	1.20	1.15
N. Y. and Queens, 3d ward, Queens.	1.25	1.15
Bronx G. and E., east of Bronx River.	1.50	1.45
Brooklyn Union, Wards 1 to 28, 32 and part of 29, Brooklyn.	1.25	1.15
New York, 2d ward, Queens.	1.15	1.15
Richmond Hill and Queens, 4th ward, Queens.	1.20	1.15
Jamaica, 4th ward, Queens.	1.20	1.15
Woodhaven, 4th ward, Queens.	1.20	1.15
Flatbush, 29th ward, Brooklyn.	1.10	1.15
Queens Borough, 5th ward, Queens.	1.15	1.30
Queens Borough, Nassau county villages.	1.40	1.30
Brooklyn Borough, 31st ward, Brooklyn.	1.40	1.30
N. Y. and Richmond, Staten Island.	1.25	1.20
Kings County, Ward 30 and part of 31, Brooklyn.	1.40	1.30
Astoria, practically no public consumers.		
Westchester, part of 24th ward, Bronx.	1.25	1.15

*And 75c service charge.

P. S. C. ORDERS GAS AT \$1.15 AS RATE FOR MOST OF CITY

Continued from First Page.

ard ever was. When the people of Boston, Philadelphia, Chicago, St. Louis, Baltimore, San Francisco and every other city of consequence have found the standard that the people of New York need have no misgivings concerning the change, no matter how radical it may be made to appear. The commission has been no opposition to a proposed change except from the selfish side of the present city administration.

Mr. Prendergast asked the public to have confidence that the newly ordered rates for gas represented the best that can be done, as they are based on investigations deemed by the commission thorough and fair. He spoke of the proposed merger of the small gas companies and their parents as "particularly important, as it affects the Brooklyn subsidiary companies, because some of them have not been sufficiently independent financially to undertake extensive improvements that have been demanded by the public in the suburban districts."

Heat Supplies Light Unit.

When the present Public Service Commission went into office on April 25, 1921, the Consolidated and Brooklyn gas companies were operating at the rate of \$1.40 a thousand cubic feet. After making more advantageous gas contracts they reduced the rate to \$1.25 in June, 1921, and there has been no change since that time.

Many of the gas companies have filed higher schedules, which were suspended by the commission. The commission now points out that within the last twenty years a revolution has taken place, so that while most of the gas was formerly used for lighting, now almost 90 per cent. of the output is used for heating and for industrial purposes.

The change means a saving to the consumer as certain ingredients of the gas now on tap will be reduced, but according to the commission the heating value is not reduced. The commission's order is a new standard which is in force everywhere in the State outside this city. The change means a saving to the consumer as certain ingredients of the gas now on tap will be reduced, but according to the commission the heating value is not reduced.

BRITAN CLOSES U. S. CONSULATE OFFICE ON MURDER CHARGE

Continued from First Page.

ulate, it was said at the department, was due to the fact that this Government at present was not prepared to appoint a new Consul General to take the place of that post. Fred C. Slater, heretofore Consul at Newcastle, has been transferred to duty at Cernusco, Spain, and Vice-Consul Russell M. Brooks has been assigned to duty at Newcastle, Germany.

It is understood that the basis of the complaint of the British Government against the Newcastle Consuls was the activities of the Consul and his assistant as well as to ascertain whether they acted within the bounds of official propriety. A decision on that point, it was said, could not affect the right of the British Government to withdraw exequaturs, a sovereign right which cannot be questioned.

It was said at the State Department that it was the duty of American consular officers to aid American shipping, and the only point involved was whether the actions of the two officials were within the limits of official propriety. It also was stated that no question affecting the application of the Volstead act was involved in this case.

WHARTON DECLARES HE HAS BUT ONE JOB

Rail Board Member Says He Quit Shop Presidency.

Special Dispatch to THE NEW YORK HERALD.
CHICAGO, Aug. 31.—CHARGE that he is serving both as a member of the United States Railroad Labor Board and as president of the striking shopmen's organization in direct violation of the law were emphatically denied to-day by A. O. Wharton, one of the three labor members of the board.

Mr. Wharton, in ridiculing the charges, declared that while it was true he was re-elected president of the shop employees department of the American Federation of Labor here last April, the action was simply a formal appreciation of services.

"It is known all over the country that I am not a member of the shopmen's organization," said Mr. Wharton. "When I was appointed as a member of the Railroad Board in 1920 I immediately resigned my position in the organization. Last April I was again elected president of the shopcrafts organization. When I was notified of my election I immediately wrote a letter to Mr. Jewell in which I refused to serve."

Mr. Wharton was asked if he had received any remuneration from the shopcrafts organization since his appointment to the board in 1920. Mr. Wharton was reported for five years in April of this year.

"Not a cent," he replied.



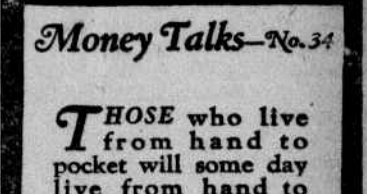
IT'S TOASTED
It's toasted. This one extra process gives a delightful quality that can not be duplicated



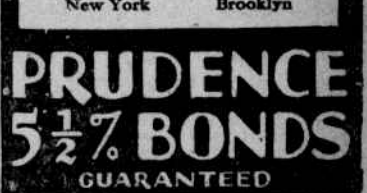
The Leading Mineral Water
White Rock Ginger Ale
Executive Offices 187 Rector St., New York City



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THOSE who live from hand to pocket will some day live from hand to mouth! Start saving your money in Prudence Bonds.



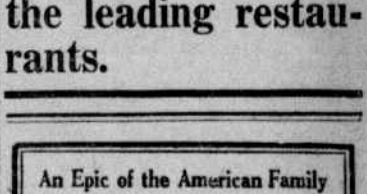
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